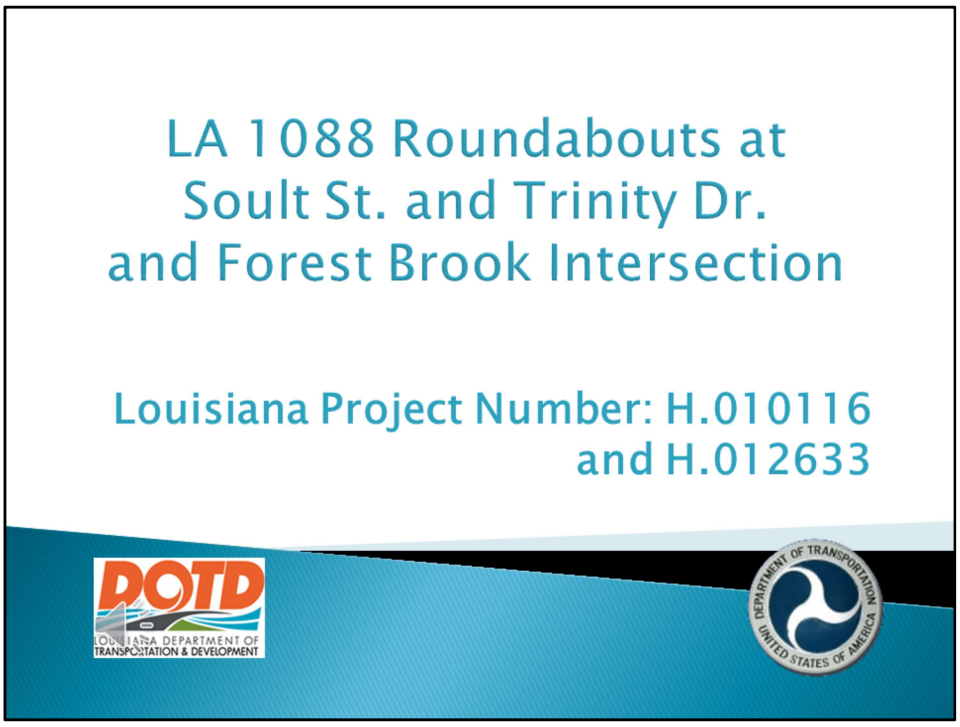
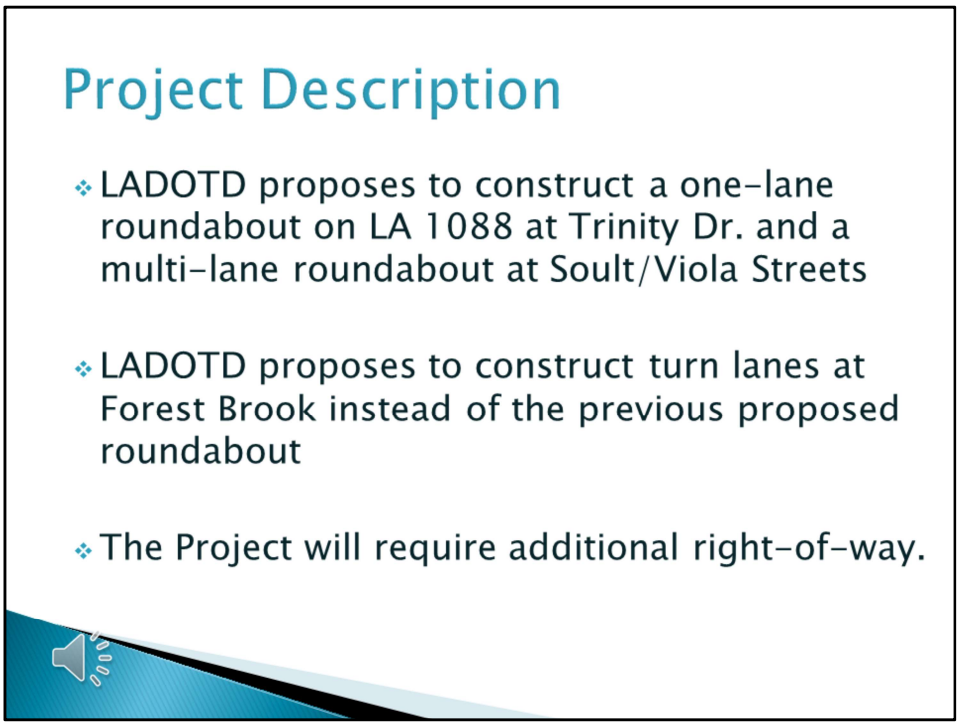
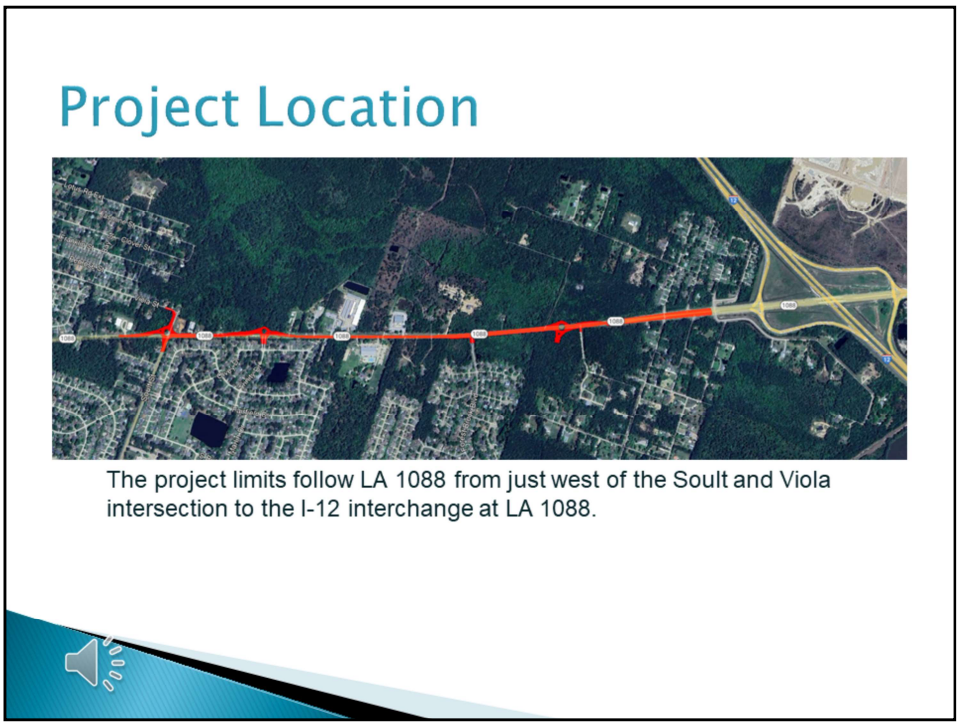


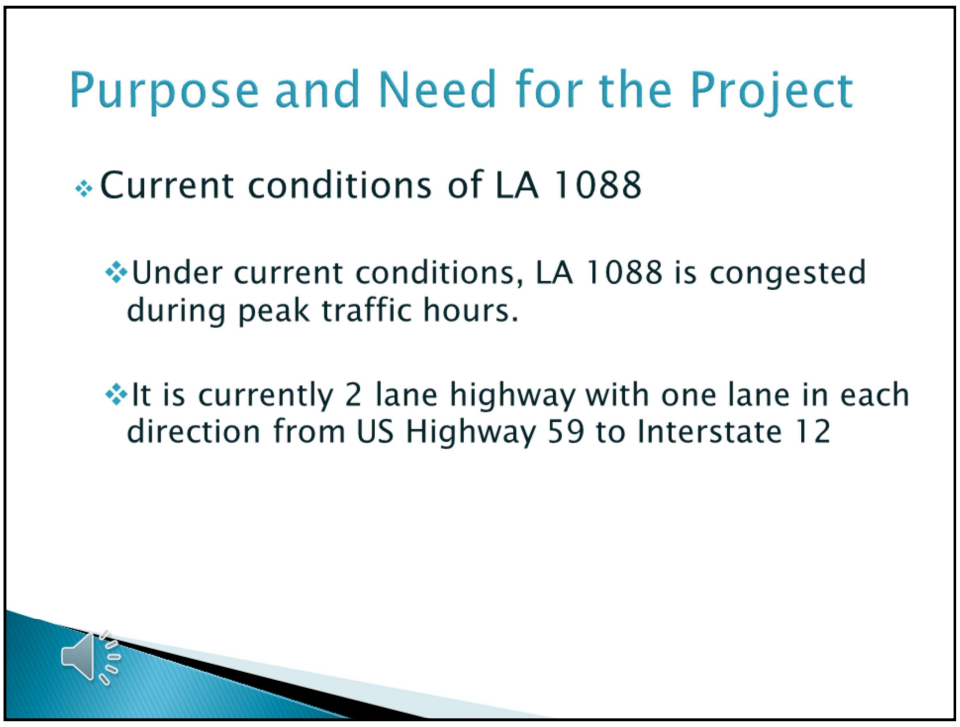
Good evening, ladies and gentlemen.
Thank you for attending this public meeting hosted by the Louisiana Department of Transportation and Development. We appreciate your participation and your interest in the proposed roadway improvements along **LA 1088**.
Tonight, we will be discussing two related projects—**H.010116** and **H.012633**—which include proposed roundabouts at **Soult Street** and **Trinity Drive**, and a proposed **turn lane at the Forest Brook intersection**, replacing the previously considered roundabout at that location.



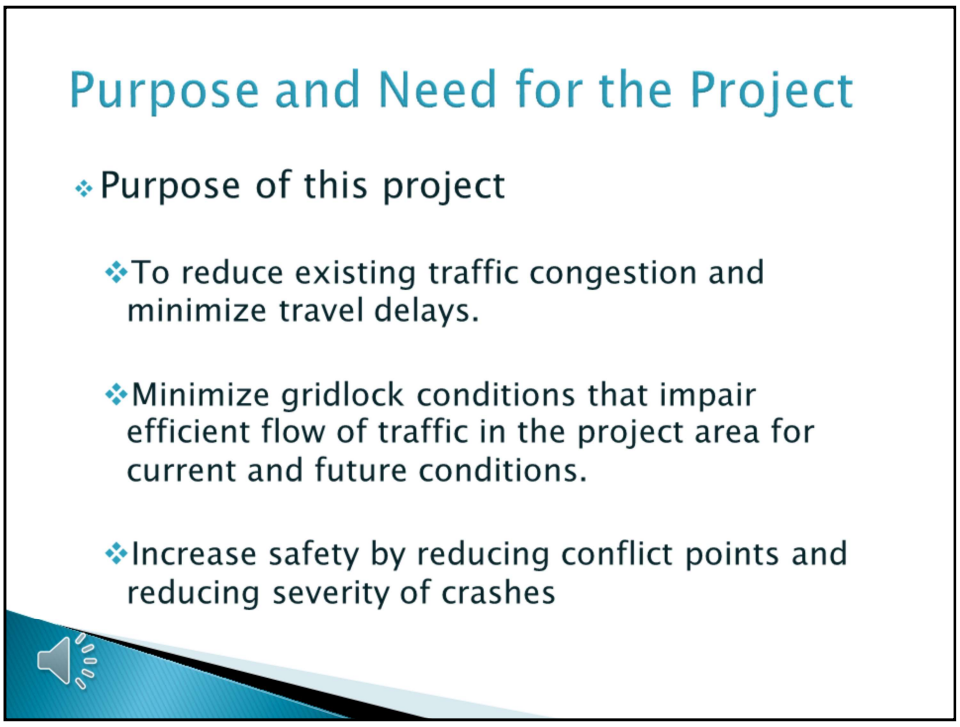
To summarize the proposed work:
A **one-lane roundabout** is proposed at Trinity Drive.
A **multi-lane roundabout** is proposed at Soult/Viola Streets.
And at the Forest Brook intersection, the design now proposes a **turn lane**, reflecting updates made since the previous public meeting.
The overall project will require some **additional right-of-way**, but no additional relocations.
We will describe that process later in the presentation.



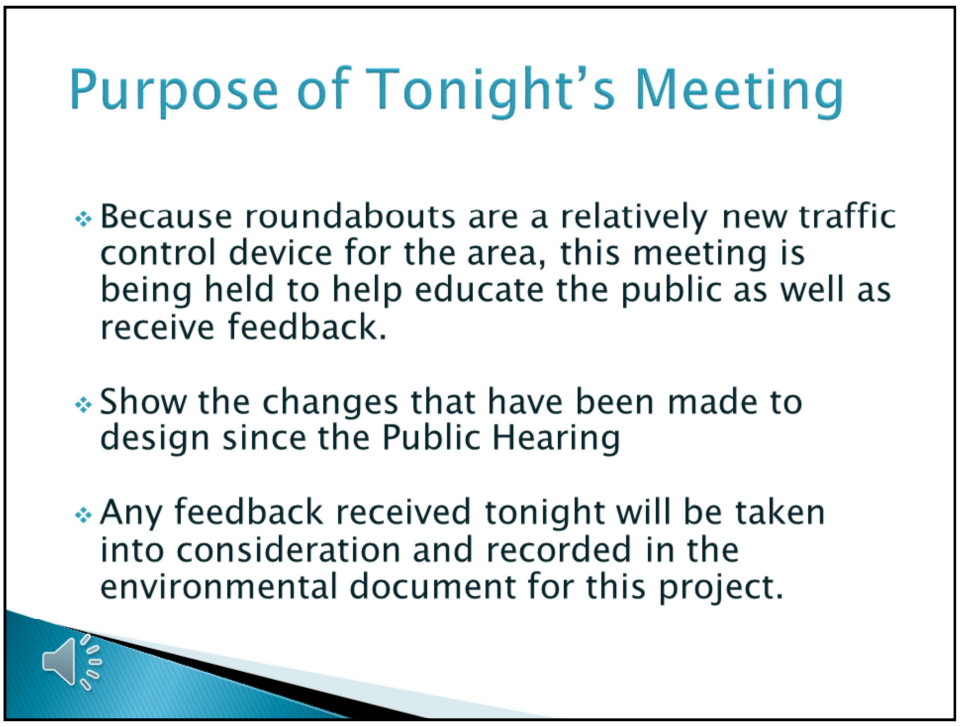
The project limits follow LA 1088 from just west of the Soult and Viola intersection to the I-12 interchange at LA 1088.
This corridor serves residential neighborhoods, schools, local businesses, and regional commuters, and it experiences significant traffic volume during peak hours.



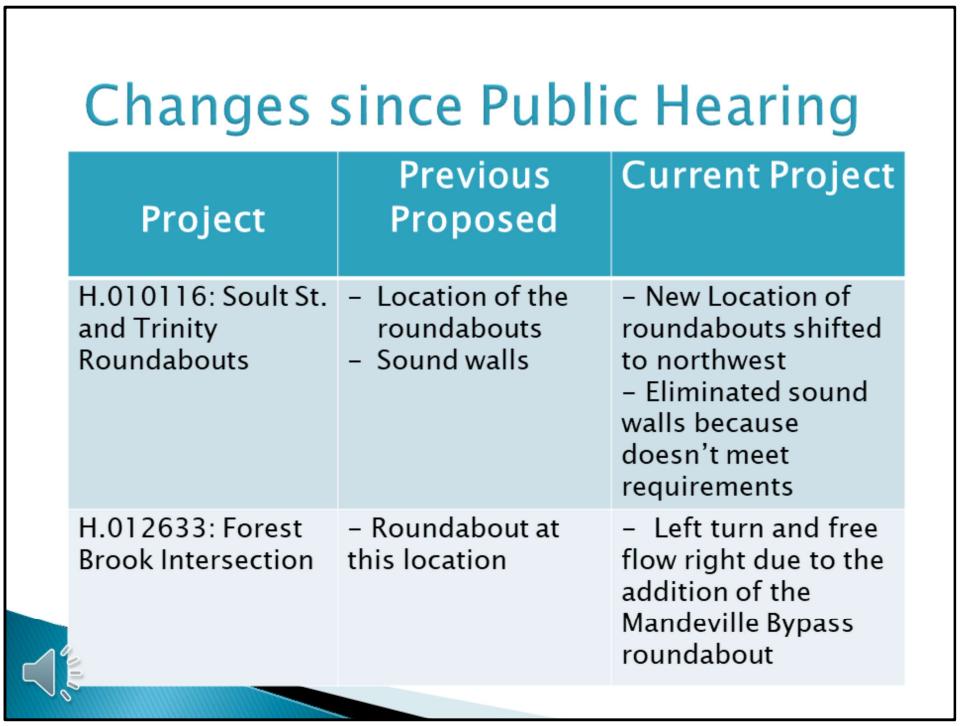
Under current conditions, LA 1088 is a **two-lane roadway**, with one lane in each direction between US Highway 59 and Interstate 12.
During peak travel periods, this section becomes congested, resulting in delays, long vehicle queues, and recurring operational bottlenecks.
These traffic conditions are expected to intensify as development continues in the Mandeville and Covington areas, which makes these improvements both timely and necessary.



The purpose of these projects is to:
Reduce congestion and travel delays,
Minimize gridlock that interferes with efficient traffic flow, and
Increase safety by reducing conflict points within the roadway network.
Roundabouts have been shown to significantly enhance safety by eliminating traditional left-turn conflicts and reducing the severity of crashes through lower vehicle operating speeds.



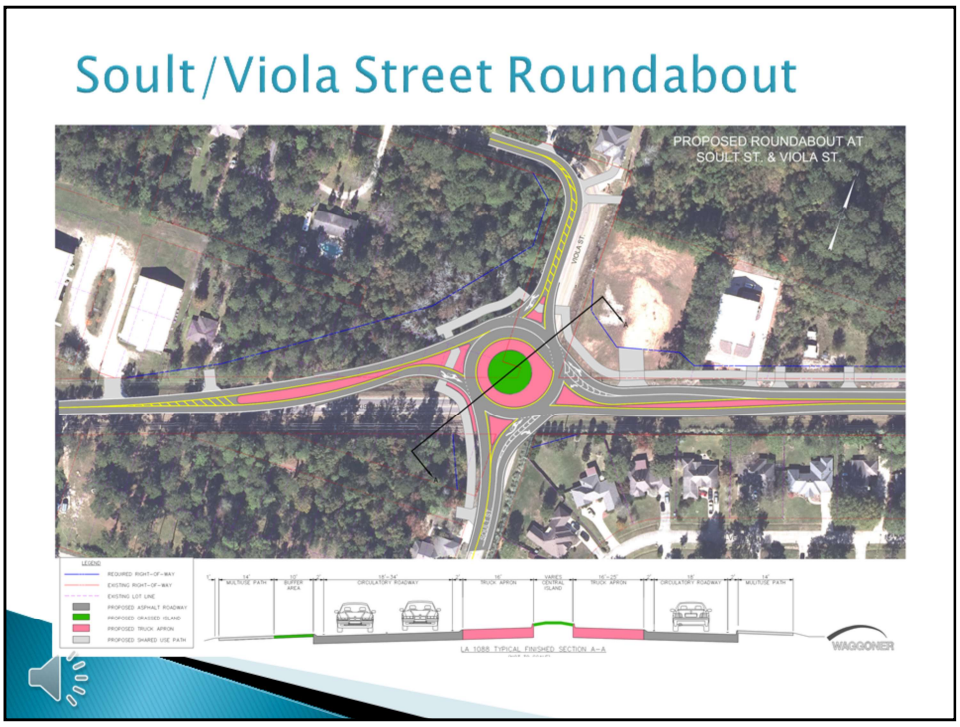
The purpose of tonight's meeting is to:
Present updated design information,
Provide education on how roundabouts operate,
Share changes made since the Environmental Assessment submission, and
Offer an opportunity for you to provide feedback.
All comments—both verbal and written—will be documented and incorporated into the project's environmental record.



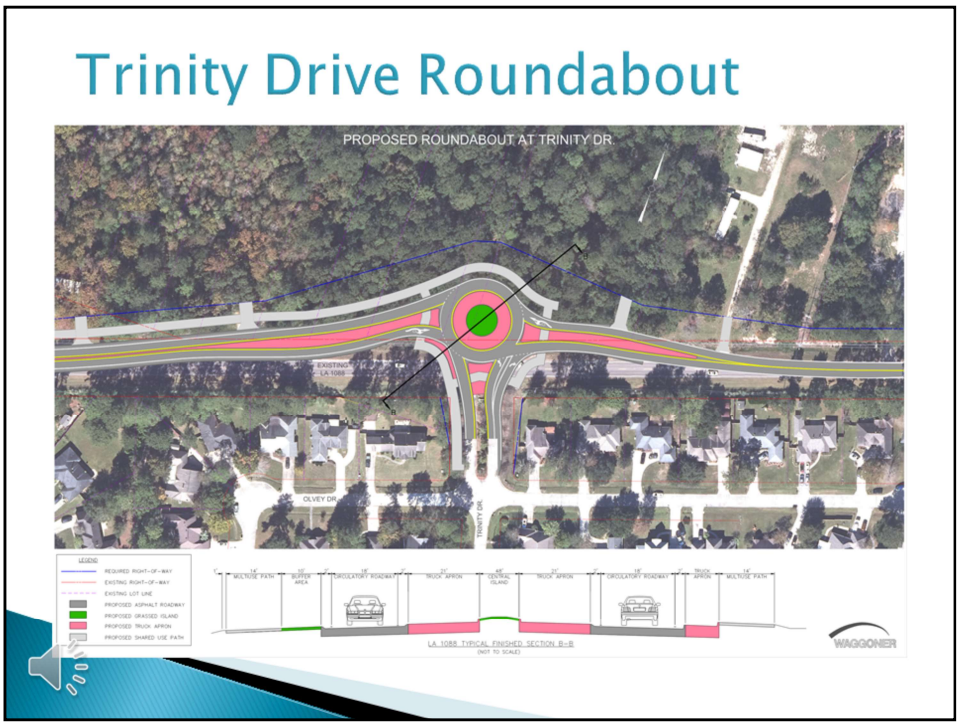
Following the public hearing, the design team's review of traffic patterns, crash data, and public feedback resulted in two primary revisions:

• At Soult Street and the Trinity roundabout, the roundabout footprints have been shifted north, and the previously proposed sound walls have been eliminated from the design in response to updated project requirements and revised noise-impact evaluations.

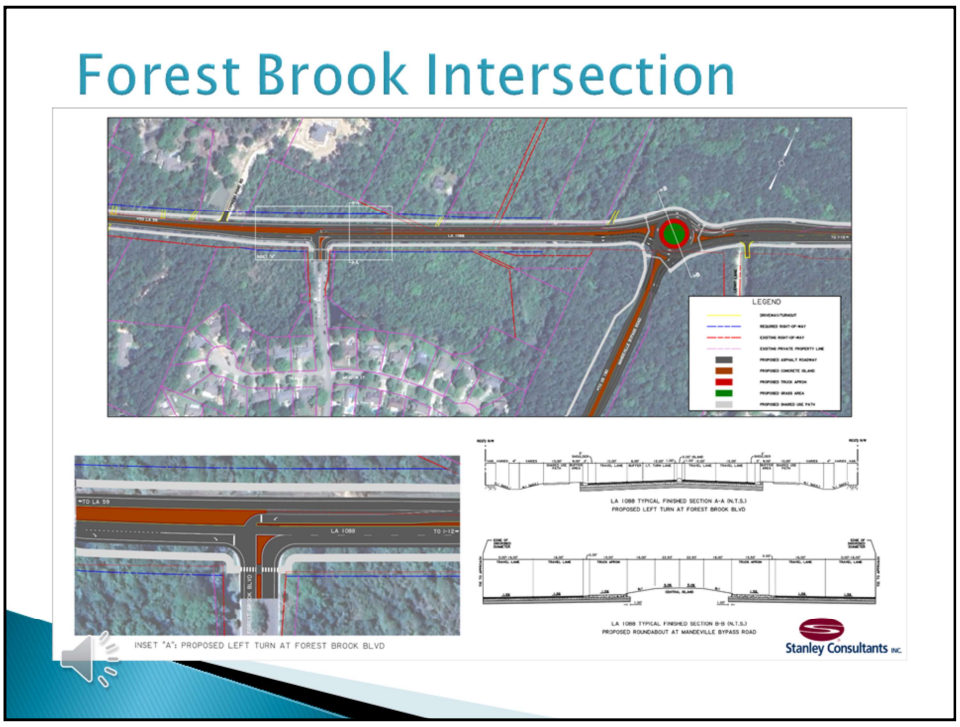
• The proposed Forest Brook roundabout has been replaced with a left-turn lane to more effectively accommodate projected turning movements and minimize impacts to adjacent properties.



This is a zoomed in view of the roundabout at Soult and Viola Street. Since it was previously shown, this roundabout has shifted northwest and the alignment of Viola Street has changed to match the existing alignment. The sidewalks previously proposed are now shared-use paths to accommodate bicyclists."

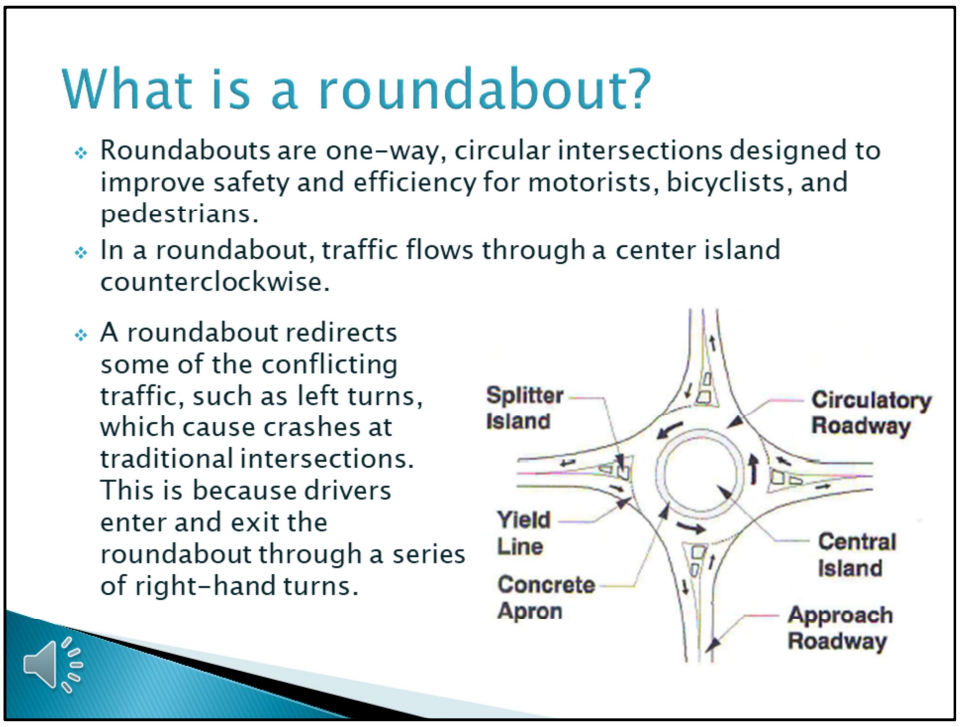


This figure presents a zoomed-in view of the Trinity Drive roundabout. Since the prior presentation, the roundabout's alignment has been shifted, and the previously proposed sidewalks have been replaced with shared-use paths to accommodate bicycle traffic.

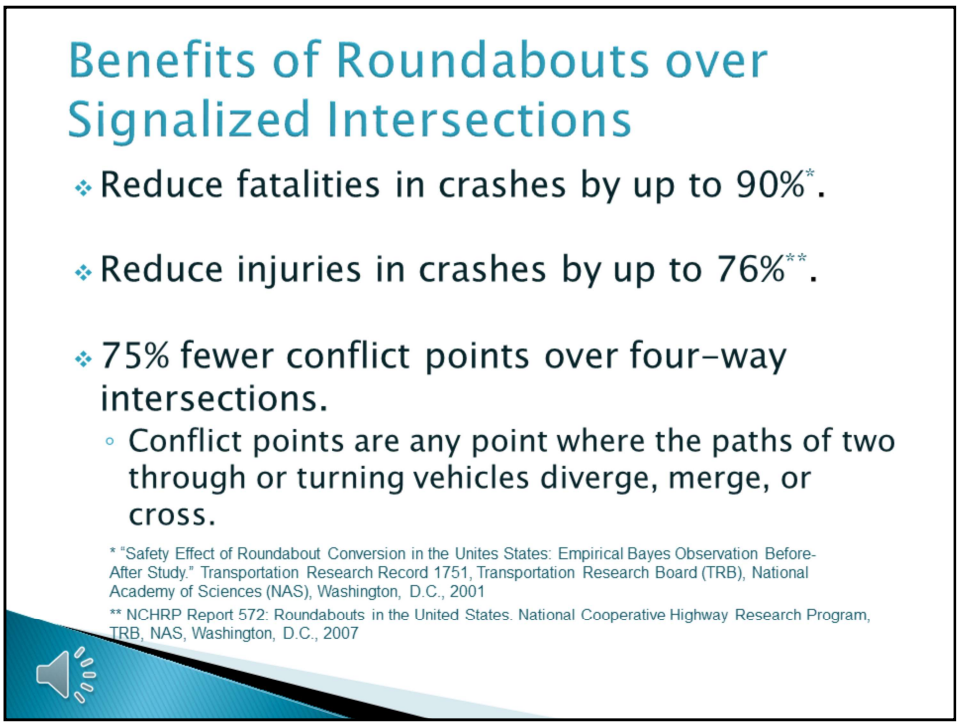


This slide highlights the design modifications at Forest Brook and their relationship to the Mandeville Bypass Roundabout. Updated analysis confirms that a left-turn lane at Forest Brook functions effectively in conjunction with the Mandeville Bypass roundabout.
The new configuration—combining a left-turn lane with a right free-flow lane—improves traffic operations while minimizing right-of-way impacts and reducing project costs.

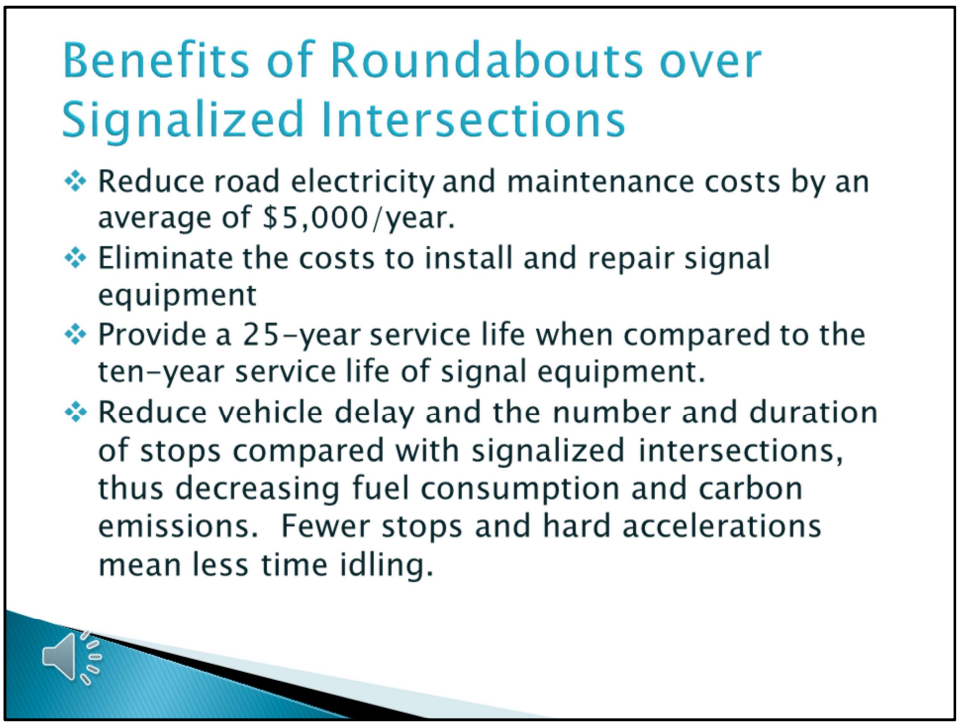
This video shows how traffic moves through the Forest Brook Intersection and the Mandeville Bypass.



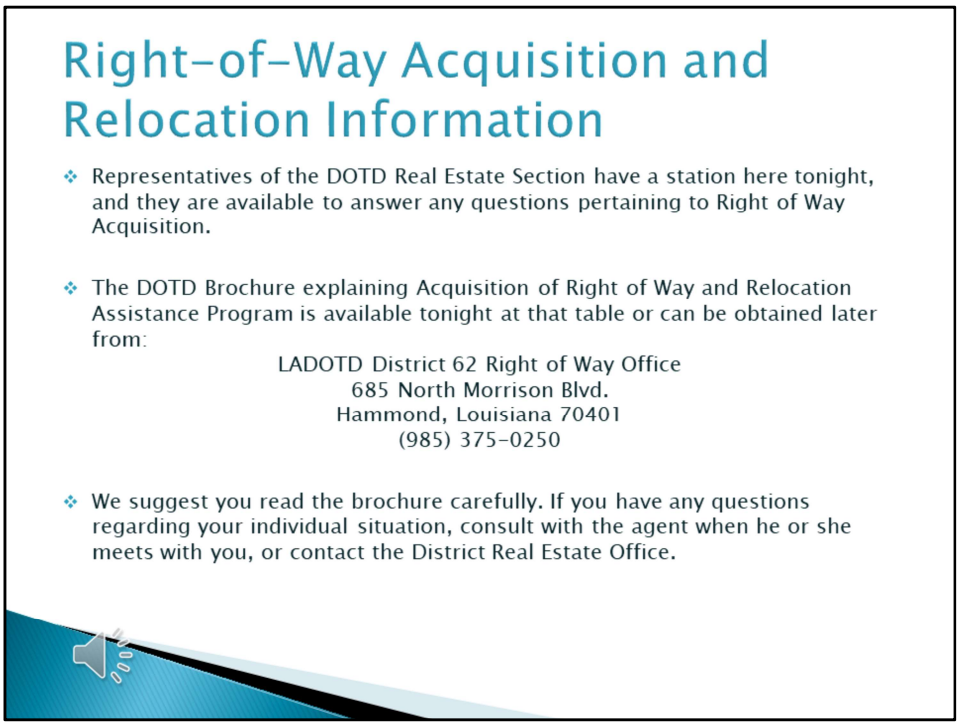
Let's discuss roundabout basics.
Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists, and pedestrians.
In a roundabout, traffic flows through a center island counterclockwise.
A roundabout redirects some of the conflicting traffic, such as left turns, which cause crashes at traditional intersections. This is because drivers enter and exit the roundabout through a series of right-hand turns.



The benefits of roundabouts over conventional signalized intersections include: reduced fatalities and injuries in crashes, and fewer conflict points. Conflict points are any point where the paths of two through or turning vehicles diverge, merge or cross.



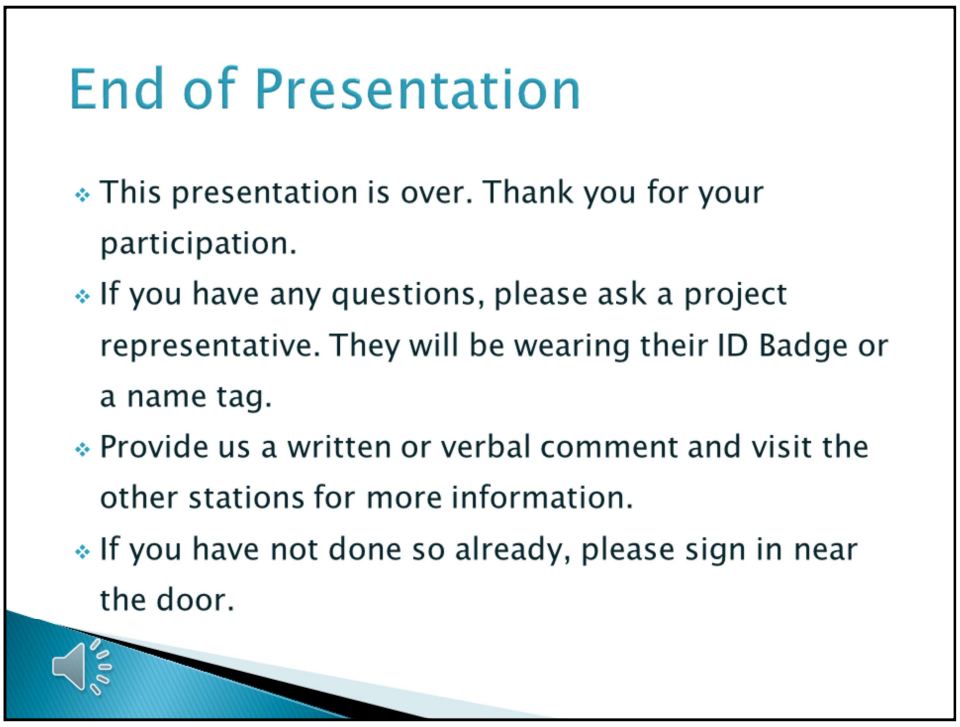
Additional benefits of roundabouts over conventional signalized intersections are that they reduce the roadway's maintenance and repair costs, increase the service life of the intersection, and they provide an environmental benefit by decreasing the fuel consumption and carbon emissions of vehicles.



Representatives of the DOTD Real Estate Section have a station here tonight, and they are available to answer any questions pertaining to Right of Way Acquisition or Relocation.

The DOTD Brochure explaining Acquisition of Right of Way and Relocation Assistance Program is available tonight at that table or can be obtained later from the Department's Right-of-Way Office at 685 North Morrison Blvd, Hammond, Louisiana 70401, or by telephone at area code (985) 375-0250.

We suggest you read the available brochure carefully. If you have any questions regarding your individual situation, consult with the agent when he or she meets with you, or contact the District 62 Right-of-Way Office



Thank you for your time. Please visit the display area now to view the exhibits and make your comments. If you have any questions please feel free to ask a project representative. They will be wearing their ID badge or a name tag.

Again, the Louisiana Department of Transportation and Development thanks you for your participation.

This Presentation will begin again shortly